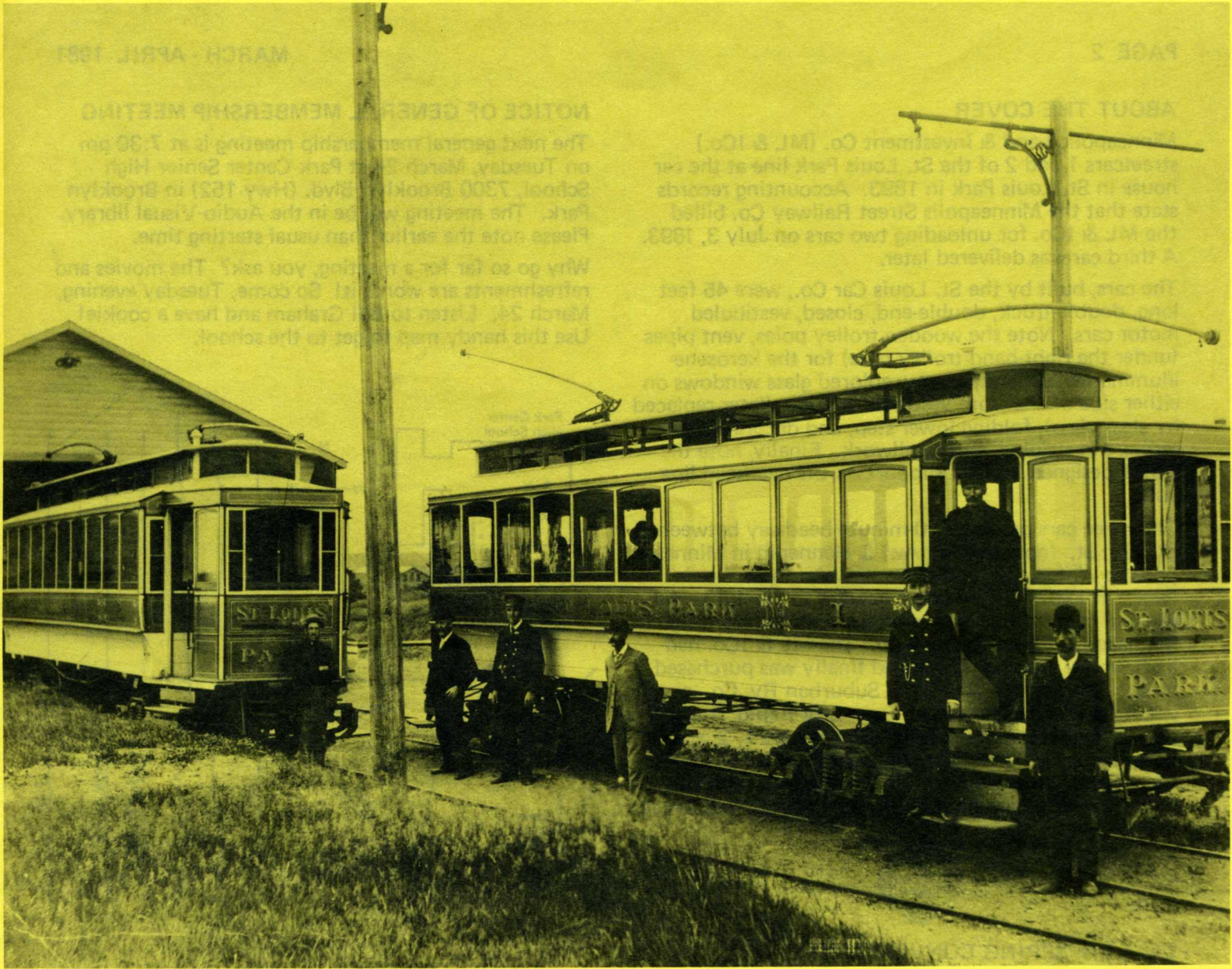


St. Louis Park line - 1893



March/April 1981

Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

PAGE 2

MARCH - APRIL 1981

ABOUT THE COVER

Minneapolis Land & Investment Co. (ML & ICo.) streetcars 1 and 2 of the St. Louis Park line at the car house in St. Louis Park in 1893. Accounting records state that the Minneapolis Street Railway Co. billed the ML & ICo. for unloading two cars on July 3, 1893. A third car was delivered later.

The cars, built by the St. Louis Car Co., were 45 feet long, double-truck, double-end, closed, vestibuled motor cars. Note the wooden trolley poles, vent pipes (under the right-hand trolley pole) for the kerosene-illuminated fare box, narrow colored glass windows on either side of the front vestibule window (later replaced by clear glass), folding lower step, and decorative lettering, pin-striping, and scrollwork. Finally, note the TCRT-designed bracket support on the overhead line pole.

The three cars provided 20-minute headway between W. 29th St. (now Lagoon Av.) & Hennepin in Minneapolis to W. Lake St. and Brownlow Av. in St. Louis Park. In 1897 the line was extended to Hopkins. Additional cars for this extension were rented from the Minneapolis Street Railway Co. The ML & ICo. had its financial ups and downs and finally was purchased by the Minneapolis & St. Paul Suburban Ry. Co., a wholly-owned subsidiary of Twin City Rapid Transit Co., in 1906. Ultimate disposition of cars 1, 2, and 3 is not recorded. See pages 76 and 77 in *The Electric Railways of Minnesota* for more information on this interesting streetcar line (photo courtesy of Paul Joyce).



T.R.A.I.N. SPRING CONVENTION

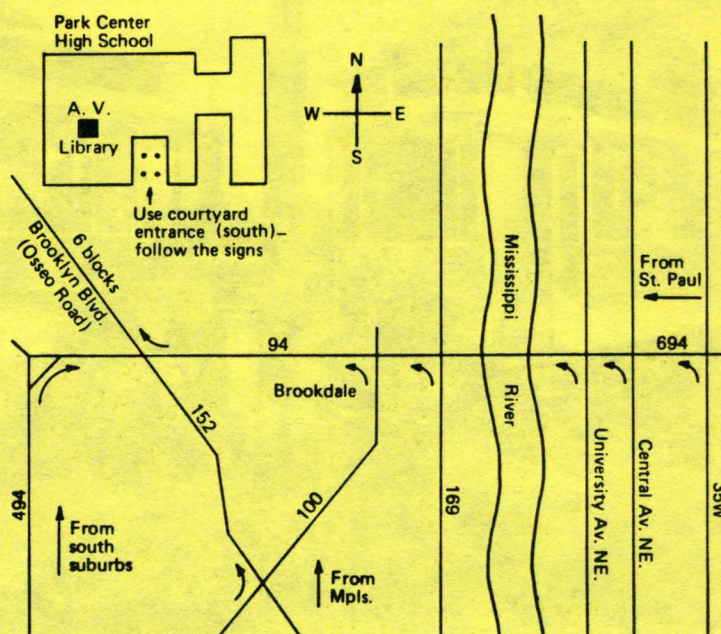
On April 24, 25, & 26 (Friday thru Sunday), the Seashore Trolley Museum of Kennebunkport, Maine is hosting the TRAIN spring gathering. A highlight of MTMers would be a ride (and guest *operating* privileges) of former TCRT gate car No. 1267!

Of course there will be many other interesting events. Many of us are aware of the possible completion of the rebuilding of Union Pacific steam engine **Challenger No. 3985** in time to appear at the National Railroad Fair in Sacramento, California on May 2 thru 10. Prior to going west, it will undoubtedly be worked around Cheyenne, Wyoming. I bring these two events to your attention specifically because I am looking for some MTMers who would like to fly with me to see them, helping to pay for the airplane costs. For further information on either event or the possibility of a flight to them, contact Scott Heiderich, (612) 645-3333.

NOTICE OF GENERAL MEMBERSHIP MEETING

The next general membership meeting is at 7:30 pm on Tuesday, March 24 at Park Center Senior High School, 7300 Brooklyn Blvd. (Hwy 152) in Brooklyn Park. The meeting will be in the Audio-Visual library. Please note the earlier than usual starting time.

Why go so far for a meeting, you ask? The movies and refreshments are worth it! So come, Tuesday evening, March 24. Listen to Bill Graham and have a cookie! Use this handy map to get to the school.



Other scheduled membership meetings for the coming year are on:

MAY 19
JULY 14
SEPTEMBER 8

NOVEMBER 17
JANUARY 12, 1982
(Annual Meeting)

In addition, the MTM picnic will be on Sunday, **September 27**.

Keep these dates in mind in the event that you do not receive your Minnegazette shortly before the meeting. The Minnegazettes are scheduled to reach members' homes about one week before the meetings. Sometimes the nature of third class mail delivery makes the delivery date closer to the actual meeting date. If you do not receive your Minnegazette in time (which will name the location of the meeting), call a board member for that information.

PRESIDENT'S MESSAGE

Our new organization is pretty much in place. Although some positions still are open, many new faces have stepped forward to take superintendent positions. I want to thank each of you who have volunteered to help keep us moving and growing. Each of operating vice presidents now serve as general managers of their programs, with ultimate authority and responsibility for them. They will depend heavily on their superintendents to provide ideas and leadership. Each superintendent, in turn, will depend on the hands of volunteer members to get the work done. Bob McNattin and I will lend a hand wherever one is needed, and also concentrate on our unfinished business, namely getting a permanent railroad museum site.

On February 24, Burlington Northern agreed to sell the Como Shops property to the City of St. Paul for development as part of their energy park. As of this writing, chances appear better than even that MTM will have to move our collection to another location by mid-1982, a little over a year from now. We continue to press for a permanent site at Lilydale Park in St. Paul, and I am reasonably confident that we can obtain a commitment from the City of St. Paul and Ramsey County in the near future. However, if we must leave Como, and if we cannot get a commitment on Lilydale in sufficient time to put up a building for our collection, we will have to consider other sites.

Faced with these prospects, we must be prepared to raise a large sum of money during 1981, perhaps \$100,000, to get started at a new site. Everyone's help will be needed to do this, and I'd like to hear your ideas. I see this as a challenge and an opportunity for us to get something we have wanted and needed for what seems like a long time.

I expect we will have a good deal of fun in 1981, in addition to the work we will have to do. This year, we will see the fruits of our labors, a streetcar and a steam locomotive, operate for the first time. When the community sees these fine restored pieces in operation, a number of other good things may come our way.

Bill Graham
President

NEWS FROM THE COMO SHOPS

First some announcements. Serving under me at the Como Shops are Master Mechanic, **Bob Renz** and Superintendent of Steam Restoration, **Dave Rushenberg**. Bob is in general charge of the operation of the shop to include the tools, supplies, forklifts, the Plymouth switcher, and other vehicles *not* specifically under the supervision of a Restoration supervisor. In addition, he is our principal advisor on methods of restoration, maintenance of equipment, and the fabrication of new parts. Dave is in charge of all restoration on our two steam engines. He is the motivator, job assigner, and most important, the one who shall decide which way the restoration is to be accomplished. Before No. 2156 is begun, he shall, with the assistance of Mr. Renz and the Vice President of Restoration, draw up a comprehensive plan on the restoration of No. 2156.

In addition to Bob and Dave, **John Larson** is the Superintendent of the restoration of No. 1102, the Triple Combine. John's duties are the same as Dave's except he will be working toward the completion of No. 1102. Also, **Bernard Braun** is the Superintendent of Caboose Restoration. I am looking for more supervisors to aid in the restoration of other vehicles at the Como Shops. Please see me if you are interested.

Our current priorities at the Shops are the completion and steaming of Northern Pacific steam engine No. 328, completion of the restoration of No. 1102, and beginning and completion of the restoration of the Rock Island commuter car. In addition to our usual Wednesday night work sessions, **Dave Rushenberg** has been running Monday night sessions. If you wish to come out to work on Monday nights, give Dave a call in advance. We also work most Saturdays. We would appreciate your help in our restoration efforts. Please come out and together we can work to see our projects to completion. Thank you.

Scott Heiderich,
Vice President, Restoration

Boiler Lagged on 328!

More news from Como Shops! After several false starts and much struggle, the boiler on Northern Pacific steam locomotive No. 328 is finally lagged. "Lagging" means "insulation" in locomotive parlance, and it can be a devilish job if you've never done it before. The trouble is that the insulation (blocks of calcium silicate 3 in. thick by 36 in. long and 12 in. wide) tends to fall off the boiler before it can be secured - not to mention that a locomotive boiler does not present a smooth surface for the application of insulation. Numerous rivet heads protrude and the insulation must be carved to accommodate them; otherwise, the insulation does not fit snugly against the boiler and its insulating value is lost. An additional difficulty is that there are various appliances attached to the boiler such as air pumps, boiler feed-water pipes, and lubrication lines, all of which impede the insulating process.

However, MTM and 328 have been lucky. As is often the case with a volunteer effort, when a special difficulty arose, a solution seemed to present itself. In this case, the "solution" appeared in the person of **Mr. Ray Bertrand**, cousin to **Jim Bertrand**, and a professional pipe coverer and boiler insulator. Ray was most generous in sharing with us some of the secrets of his trade, and with his advice and encouragement all was made clear. When 328 steams up for the first time this summer, it will be in part because of the efforts of this most generous man.

Others who helped in this effort were **Shawn Garin**, **Bob Ball**, **Steve Sandberg**, **Michael McNattin**, and an interested nonmember, **Ed Knerr**. We also acknowledge a debt of gratitude to **Mr. Larry Rosenberg** of the **Mac Arthur Company** for his advice and counsel. To these friends and members of the museum, we say, "Thank you!!" for a job well done!

Bob McNattin
Executive Vice President

1981 MTM OFFICERS ELECTED

The following MTM members were elected to one-year terms as officers of Minnesota Transportation Museum, Inc. for 1981 at the annual meeting on January 13.

President: **William Graham**
 Executive Vice President: **Robert McNattin**
 Vice President, Traction: **Mike Buck**
 Vice President, Railroad: **Robert Ball**
 Vice President, Restoration: **Scott Heiderich**
 Vice President, Public Relations: **Dennis Johnson**
 Secretary: **Ray (Casey) Bensen Jr.**
 Treasurer: **Grant Arneson**

In accordance with the revised By-Laws, up to six additional directors at large can be appointed to serve on the board. MTM has appointed **Thomas J. Lamphier**, **Byron Olsen**, and **Frank Sandberg** thus far.

Lastly, the members in attendance elected the 1982 Nominating Committee: **George Isaacs**, **Frank Sandberg**, and **Larry Schreiber**. It will be their duty to recommend candidates for election to the board at the next annual meeting on January 12, 1982. If any member in good standing is interested in becoming a board member in any of the above positions in 1982, please contact one of the Nominating Committee members.

Our thanks to resigning board members **John Prestholdt**, **Fred Rhodes**, and **Judy Sandberg** for a job well done in 1980. All will continue to serve the museum in similar capacities as in their former board positions during the coming year. The organization chart illustrates the newly-revised MTM board restructuring now in effect.

1981 DUES PRIVILEGES IN EFFECT

The last MTM 1981 dues renewal form is enclosed with this issue of the Minnegazette. Deadline is March 15 for remaining in good standing and staying eligible for all Museum privileges.

About 75% of you have renewed for 1981 or longer and should disregard the enclosed pink renewal form. Please check now the expiration date on your MTM Membership card. If it shows December 31, 1980, then you are up for renewal. March 15 is the definite deadline for retaining your unbroken membership in MTM. Current members still outstanding after that will be dropped and this becomes your LAST Minnegazette. Don't let this occur.

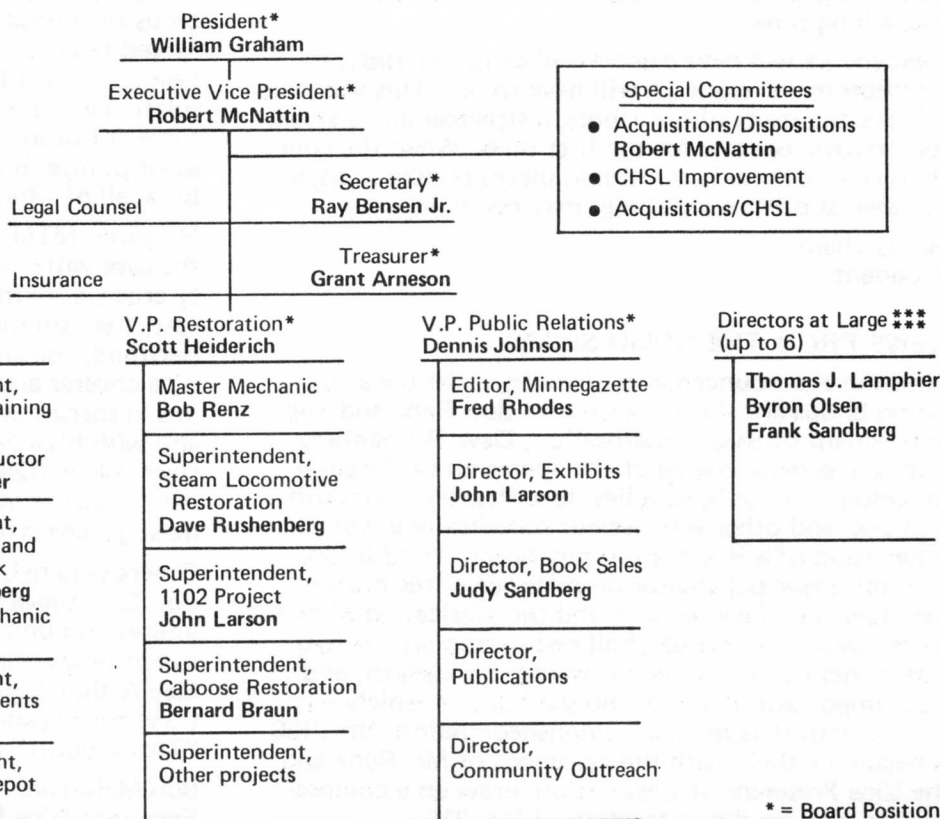
Always remember that your continuing affiliation with one of the leading museums in the nation is a real privilege and your dues is essential towards meeting MTM's financial obligations for keeping our 1981 plans rolling through green lights.

Each member should have received a 1981 MTM membership directory with this Minnegazette, featuring that beautiful Northwestern Bell Telephone shot of 1300 on the cover. The new directory contains 355 listings, up over 60 from last year. Of those, 34 members chose the new "Family" membership category which puts the MTM membership to at least 390, a new high.

Ray Bensen Sr., Membership Secretary
 4832 York Avenue South
 Minneapolis, MN 55410
 (612) 922-4706

MINNESOTA TRANSPORTATION MUSEUM, INC.

January 1981



* = Board Position

RAILROAD OPERATIONS

It is now almost a certainty that we will have steam operations sometime during this year. Our hopes are that the steam locomotive N.P. 328 will be able to operate by the end of April and will participate in National Transportation Week (May 10 thru 16). Amtrak Family Day, (Memorial Day weekend), Lumberjack Days, (Aug. 1 and 2), and perhaps one or two other events. Plans now, according to Restoration Vice President, Scott Heiderich, are to have 328 operational by the end of March and use the month of April to shake down the engine.

It is the opinion of most all concerned that our early appearances will not and should not involve passenger runs but will merely be to show the locomotive off with perhaps some limited movement at the site of the display. This will give us a chance to get used to running a steam engine so that when we do have events involving passengers, we will have some experience which will ensure a safe and trouble free operation.

In preparation for this, I have appointed superintendents to take over the various responsibilities involved and deal with implementing our plans for a safe and well run railroad operation. Following is a list of appointed superintendents and their responsibilities:

Superintendent of Safety & Training - George Marks

Develop and implement program for training personnel in the operation of all railroad equipment.

● **Chief Instructor for Safety & Training - John Winter**

Act as instructor and central coordinator for all established training and safety classes and procedures.

Superintendent of Motive Power & Rolling Stock - Dave Rushenberg

Ensure the safe condition and road worthiness of all rolling stock.

Perform periodic and preventive maintenance on all equipment:

1. Scheduled work (painting, upholstery, glass replacement, minor repairs due to wear and tear, etc.)
2. Calendar maintenance (brakes, etc.)
3. Establish and maintain checklist (air reservoir, blow down, oil cans filled - hostler responsibilities)

Emergency Maintenance - Develop emergency procedures for all possibilities.

Be responsible for providing fuel, water, water treatment, and other materials at the railroad site needed for operation of railroad equipment.

● **Master Mechanic - Ron Beck**

Assist Superintendent of Motive Power and Rolling Stock in the implementation of the above.

Superintendent of Crew Assignments - Bob Clark

Responsible for schedule of operating crews.

Superintendent of Minnehaha Depot - Jay Halverson

Responsible for maintenance and operation of Depot site.

All of the named Superintendents will coordinate their activities with and receive directions from the Vice President of Railroad Operations.

Also, an operations foreman will be appointed for each event and operation, most probably, but not necessarily from the ranks of the Railroad Operations Superintendents or the Railroad Operations Vice President. This person will take complete and overall general responsibility for all railroad operations during the day or weekend he is assigned, which would involve coordinating the activities of the Superintendents and operating crews.

Another Superintendent (Track & Site Maintenance) will be appointed when we actually have a railroad site.

Bob Ball, Vice President
Railroad Operations

LAST MTM/AMTRAK TRAIN TO DULUTH?

All aboard!!! MTM, in conjunction with Amtrak, is sponsoring its annual trip to Duluth aboard the **North Star** on Saturday, April 25. As in past years, MTM will have its own coach added to the sold-out train so get your tickets early. We must sell at least 75 tickets to get our own coach. The coach seats 82 passengers.

As of this writing, our trip on April 25 will be exactly five days before funding for the **North Star** runs out, and the train stops running — possibly for good.

You'll have six full hours to spend in Duluth, visiting the historic Union Depot (admission included in the fare) where MTM's own Dan Patch No. 100 diesel-electric locomotive is on display as well as several tracks full of other restored vintage railroad equipment. The **Lake Superior Transportation Club** has a giant model railroad layout on display in the depot also.

Since the Union Depot is downtown, you're within easy walking distance to the main shopping district and several good restaurants. MTM, Amtrak, the **Lake Superior Museum of Transportation and Industry** (and its members), and the City of Duluth hope that they will see you on April 25. Fill out the enclosed yellow flyer and mail it in by **April 17!** All aboard!!!

CAN IT BE LONG?

Although we continue our snowless winter (as of Jan. 23), planning is well along in anticipation for the 1981 operating season at the **Como-Harriet Streetcar Line**. Site development planning has included continuation of the tie replacement program, spring switches at 42nd Street, overhead wire construction on the passing siding and future Lake Harriet and Lake Calhoun platform improvements.

Car 1300 is undergoing selected, priority repairs of air piping, trolley assembly, and interior refinishing. What with the current publicity coverage by Northwestern Bell Telephone, there could be the possibility of our grand total passenger count surpassing the **500,000** figure late this summer.

An additional order of the popular Lake Minnetonka "Big Island" brochures has been placed, and should arrive before our season commences this spring. This

colorful, nostalgic pictorial has for some years been a highly successful seller. The raising of the 1906 TCRT streetcar boat **Minnehaha** from Lake Minnetonka last summer spurred sales of the brochure ever more. Also, single "winter" and "summer" postcards are being ordered. The new "summer" single card depicts a dramatic front photograph of cars 1300 and 265 located at the passing track adjacent to the Lake Harriet Station. The photograph was taken last September on the day that 265 was delivered to the line by MTM member, **Mr. William Olsen**.

It is the desire of the Vice President, Traction, to create a practical, as well as comprehensively updated operations manual for the Como-Harriet Streetcar Line. This document would contain safety/training information, operations procedures for single or multiple car movements, as well as pertinent data connected with safe and efficient performance at Lake Harriet.

The Como-Harriet Streetcar Line staff, its superintendents, operators, and maintenance personnel continually seek to offer all active members of the museum an opportunity to participate in the variety of activities that it conducts. Through coordinated member contribution and involvement in the affairs and actions of their organization, can its program of creation, restoration, and operation continue and grow. With sustained ridership in excess of 50,000 passengers annually, scheduled revenue and charter operations necessitate an expanded compliment of motormen, conductors, platform agents, track and car maintenance personnel. It is requested that you, the members of MTM give consideration to becoming a part of the tradition of excellence, the people of the Como-Harriet Streetcar Line. For further information, contact (call or write):

Mike Buck, Vice President, Traction
7801 Zane Av. N., Apt. 301
Brooklyn Park, MN 55443
566-2688

MTM UNVEILS NEW DISPLAY

MTM has been putting its "best face forward" with the completion of a quality public display designed and built by **Mike Buck** and **Bob McNattin**. The display consists of two sets of hinged walnut panels faced with natural burlap upon which are mounted 16 color photographs of various museum projects and activities. The layout for the exhibit was conceived and produced by Mike Buck and includes color enlargements of the museum's restoration projects, candid views of museum members at work restoring locomotives and streetcars, and Frank Sandberg's pictures of the Dan Patch and N.P. Triple Combine 1102. Under four headings entitled **Restoration, Preservation, Operation, and Participation**, the exhibit endeavors to communicate to the public the activities of the museum and to encourage people to join as new members or to contribute as interested citizens to the goals of the museum.

As with most of the activities of the museum, completion of the exhibit was the work of many hands, including: **Mr. Matt Warren** who constructed the panels under contract to the museum; **Mrs. A. L. Buck**, Mike Buck's mother, who embroidered two decorative logos for the display; **Fred Rhodes**, who designed a new membership brochure for use with the display; **Ann McNattin**, who sewed the tablecloths; and **Judy Sandberg**, who had the idea for the whole project in the first place.

Since the last issue of the Minnegazette, the display has been on exhibit at railroad shows at Har-Mar Mall, Northtown Mall, and the open house at Burlington Northern's Como Shops in connection with the St. Paul Winter Carnival. It was also scheduled to be featured at the Hub Hobby Shop Railroad Show at Hub Shopping Center in Richfield on March 7 & 8. If you know of any other events or locations where the exhibit might be appropriately displayed, please contact Dennis Johnson, Vice President, Public Relations (920-0312) to make arrangements.



UNIFORMS, HATS, BADGES, PINS, ETC.

With the anticipated record operating season at the Como-Harriet Streetcar Line coming up fast and the influx of new operators, many members would like to buy uniform equipment now to be ready. Several MTM members have made possible purchases of various uniform equipment available to other members at the lowest possible cost. The following paragraphs list the items, prices, and order information. All items are endorsed by the Vice President, Traction, for use at the museum's Como-Harriet Streetcar Line site.

Pill-Box Hat

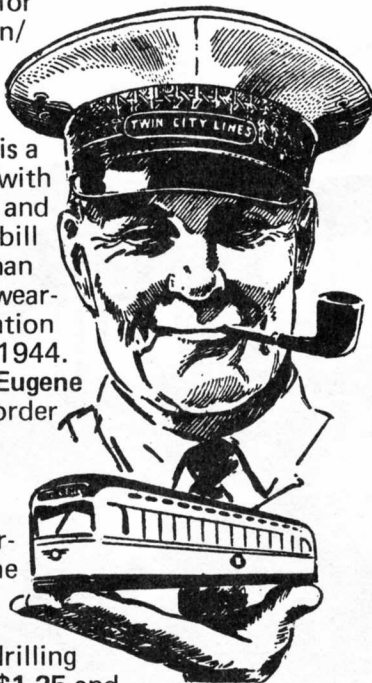
MTM members are hereby informed of the reavailability of the motorman/conductor "pill-box" type cane traction hat. The style is identical to an order placed some years before. The current cost is **\$16.50**. Should you desire to order one (or more), submit name, hat size, address, and full payment (check only, made out to Minnesota Transportation Museum), to either Bob McNattin or Mike Buck. **Deadline for orders is Friday, March 31.** No orders will be accepted after that date as production, shipment, and turnaround time will necessitate adherence to this schedule. Do not delay --- Order today!!!

Bob McNattin
1809 Dayton Av.
St. Paul, MN 55104
645-4456

Mike Buck
7801 Zane Av. N., Apt. 301
Brooklyn Park, MN 55443
566-2688

Saucer-Style Motorman's Hats

MTM is placing an order for the newer style motorman/conductor hat used by TCRT streetcar personnel from the late 1920s till about 1952. The hat is a high-brim round top hat with cane sides for ventilation and a simulated vinyl leather bill (just like Bill the Motorman (holding the PCC car) is wearing). This particular variation was introduced in about 1944. The cost is **\$15.95**. Call Eugene Corbey at 488-5254 for order information.



"Motorman" Badges

Also available are "Motorman" metal badges for the hats. The badges come complete with mounting posts and clips; no hole drilling is necessary. The cost is **\$1.25** and purchase information/availability is through MTM member, **Mr. Eugene Corbey**.

Eugene Corbey
1615 Chelsea St.
St. Paul, MN 55108
488-5254

Authentic TCRT Operator's Badges

Original TCRT streetcar motorman/conductor number badges (1 in. diameter, white number on black field as in photograph), are currently being offered to interested individuals by MTM member, **Mr. Robert Bowes**, at **\$2.50** for a two-piece set (identical numbers). Under old TCRT policy, the hat badges were worn on each side of the hat and signified motorman (badge number ended with an odd number) or conductor (even).



For more information, you are encouraged to contact Mr. Bowes directly at 690-3643 or you may call Mike Buck at 566-2688.

Shirts, Ties, Slacks, Nameplates

A large assortment of standard uniform shirts, ties, slacks, and nameplates are available from **Cy's Uniforms, Inc.** of 507 W. Broadway in north Minneapolis. The uniforms are the kind worn by bank guards, security personnel, etc., and are nearly identical to the TCRT uniforms of the past. Specific TCRT/MTM items available are listed below. See or call Wally Larsen at Cy's Uniform store at 521-2276 for more information.

Gray uniform shirt (short- or long-sleeve)

65% dacron, 35% cotton. Sizes S - M - L - XL. **\$12.95**.
Stock No. CA01 (short-sleeve), CA21 (long-sleeve).

Black clip-on necktie

TCRT replica of motorman's necktie. Pre-tied clip-on style. Stock No. 455. **\$3.50**.

Black knit slacks

Stock No. 37210. **\$26.95**.

Nameplate

Heavy plastic nameplate which slips into pocket. White lettering engraved into shiny black finish. Includes name and "Minnesota Transportation Museum." Stock No. 40. **\$3.50**.

MTM TO HELP CHANNEL 2 ON TV

MTM has offered to man on-camera telephones during the current KTCA-TV (channel 2) public television fund raising drive. At **Charlene and Jim Bertrand's** suggestion, MTM offered, and KTCA-TV accepted, to help the station in their fund raising efforts. In return, the public will learn a little bit more about MTM. We are still lining up about 25 members for the telecast on **Thursday, March 12 from 6:30 pm till midnight**. If you would like to one of MTM's on-camera crew, please call Bob McNattin at 645-4456 immediately. All members are requested to wear either streetcar motorman or railroad engineer uniforms. See you on channel 2!

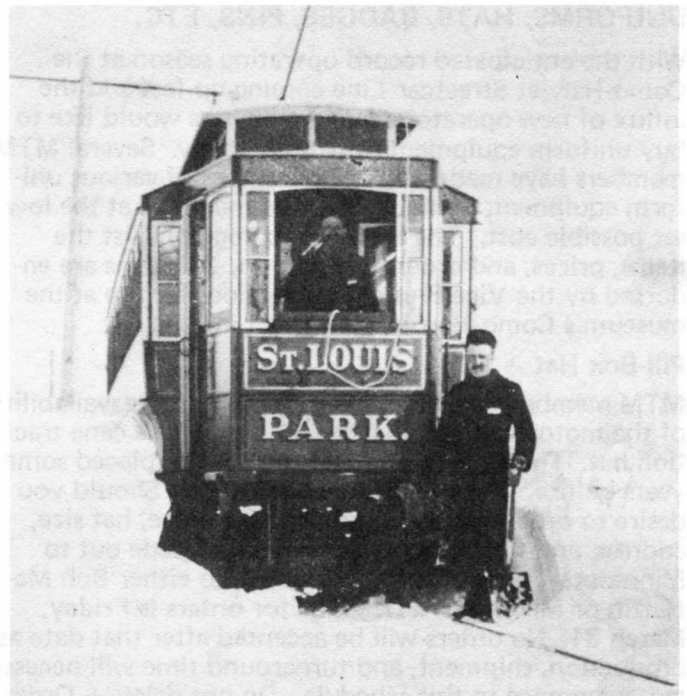
NEW MINNEGAZETTE MAGAZINE!

Big changes are coming in the Minnegazette! Starting with the next issue (May-June) a sparkling new Minnegazette magazine will replace this trusty old Minnegazette newsletter which has faithfully served the membership since day 1.

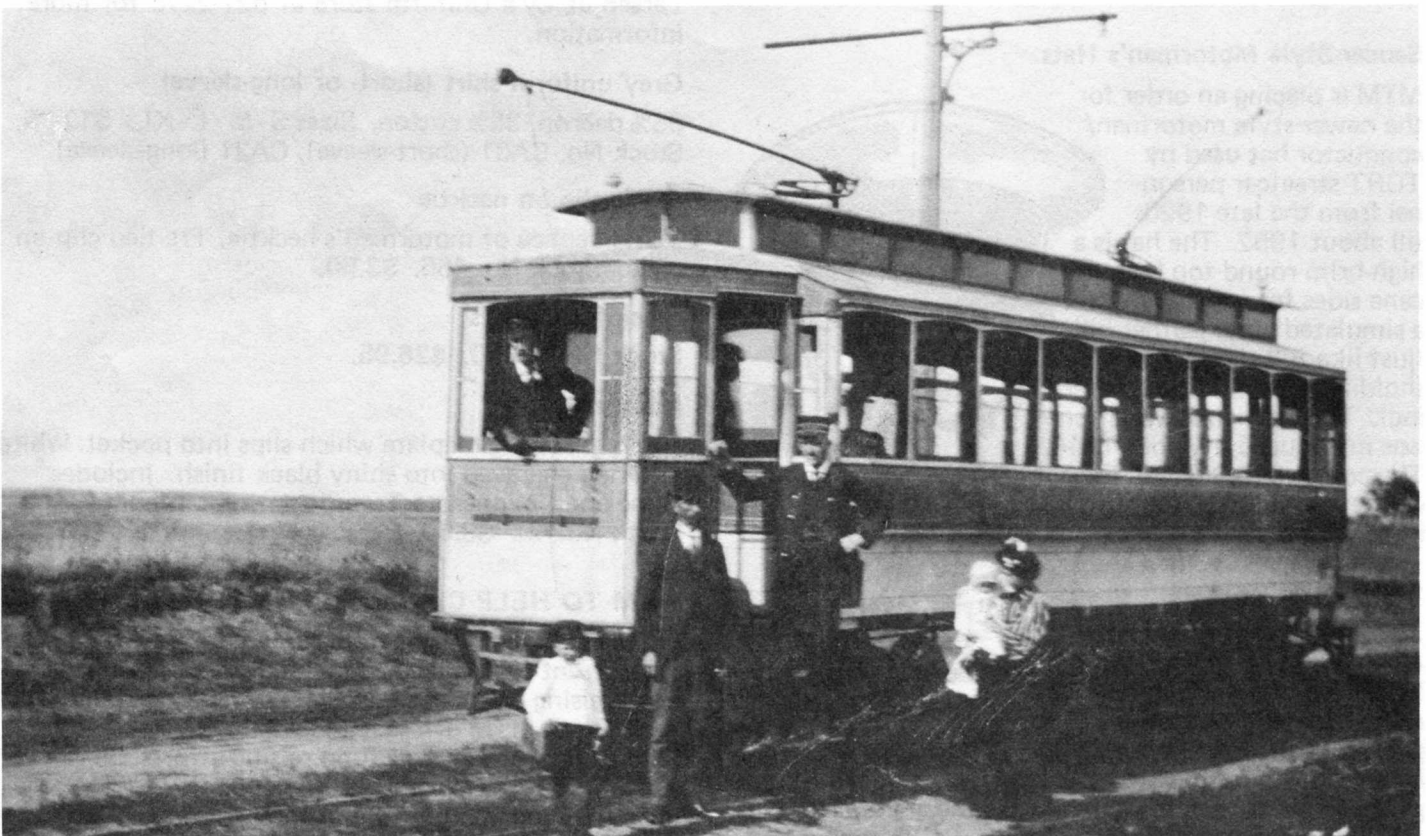
The magazine will be more attractive, more durable, more complimentary to photographs, and easier to read. The copy will be typeset rather than typewritten and printed on a higher quality stock. The new format will allow greater flexibility in arranging stories and photographs as well. Due to a combination of factors, all of this will be possible at very little extra cost to the museum. MTM will introduce this new magazine with a special 12-page edition due to reach members in good standing in early May.

As **Ray Bensen Sr.** (membership secretary) points out elsewhere in this Minnegazette, about one-fourth of the membership has not renewed their dues for 1981, which means that this Minnegazette will be the last one they receive unless they renew now. We hope that they don't miss out on receiving the first issue of the new Minnegazette magazine. Most of all, we want to keep you as an MTM member by rewarding you with what we hope will be the finest museum publication in the country.

Fred Rhodes, Editor;
Dennis Johnson, V. P.,
Public Relations



This photo appears to be the latest as the snowbound car sports a revised (and less decorative) style of lettering and striping. The overhead line poles have no ornamental bracket supports which could indicate that this photo was taken on the new Hopkins extension.



A later photo of ML & ICo. St. Louis Park line car 2 than that on the cover shows some changes to the car. The word PARK on the lower front vestibule is either covered or painted over. The narrow front vestibule side windows have been replaced with clear glass. A hole was drilled through the dash for the trolley rope. Note the barren St. Louis Park countryside (photos courtesy of Paul Joyce).



MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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We Make Minnesota's Electric Railway History Come Alive!